

RTIP ID# <i>(required)</i> 20041201					
TCWG Consideration Date : February 2009					
Project Description <i>(clearly describe project)</i> <p>Generally, the project proposes to construct transfer point facility on the North East corner of the Fish Hatchery and Bear Valley Road intersection. The transfer point facility will consist of approximately 410 parking spaces, a bus stop and sheltered waiting area, a guard station, dry landscaping, and appropriate lighting.</p> <p>(Refer to Exhibit 1 for continuation)</p>					
Type of Project <i>(use Table 1 on instruction sheet)</i>					
Transfer point facility					
County San Bernardino		Narrative Location/Route & Postmiles Victorville/ N/A Caltrans Projects – EA# 08-924620			
Lead Agency: City of Victorville					
Contact Person Allen Farr		Phone# 760-243-6359		Fax#	Email
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 <input checked="" type="checkbox"/>					
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
Exempt		Section 6004 – Categorical Exemption		<input checked="" type="checkbox"/>	Section 6005 – Non-Categorical Exemption

Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	08/2002	6/2009	N/A	10/09
End	06/2009	7/2009	N/A	6/10
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Since the construction of the Interstate 15/Bear Valley Road interchange in the late 1960's, the Victor Valley has experienced considerable growth in both residential and commercial development. Although the Victor Valley is considered home to tens of thousands of residents, a large percentage opt to work "down the hill" in the San Bernardino Valley, and beyond, subsequently commuting on a daily basis. The Land Use element of the General Plan, prepared on June 1997, states that the majority of the commuters remain in San Bernardino County (83%) followed by Los Angeles (11%), Riverside (3%) and Orange (2%) counties.</p> <p>Bear Valley Road is the major thoroughfare in the Victor Valley, with access to three communities, Apple Valley, Hesperia and Victorville as well as the unincorporated community of Spring Valley Lake. Commuters living in the outlying areas of Apple Valley and Hesperia will utilize this centrally located facility. The proposed transfer point facility will reduce the number of vehicles traveling on Bear Valley Road, east of Interstate 15. The average daily traffic on Bear Valley Road ranges between 50,000 to 70,000 vehicles out of which 28,200 come from Apple Valley. The purpose of the project is to help reduce traffic congestion on an arterial road (Bear Valley Road) and on the I-15 Freeway by encouraging the use of car pooling and public transportation.</p> <p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>The project site is surrounded by Public/Institutional and commercial uses. The project site is located on 3.7 acres of vacant land within the Victor Valley Community College (VVCC) zoned as Public/Institutional. South of Bear Valley Road there are mostly commercial parcels. The nearest residences are situated approximately ¼ mile to the east across the Mojave River.</p>				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The facility will be constructed and operational by 2010. It is expected to have a minimum of 369

vehicles transiting through the facility in a day (92,250/year). In addition to these vehicles there are two route buses (CNG buses) that currently transit within Victor Valley Community College. Assuming both routes will stop at the transfer point facility instead of the existing designated stops, there will be a total of approximately 44 buses stopping at this facility on a daily basis (11,000/year). Overall, the percent of buses/diesel vehicles within the area will remain constant as the transfer point facility will not create

additional bus or diesel vehicle traffic. **(Refer to Exhibit 1 for continuation)**

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The 2008 RTP horizon year/design year is 2035. The transfer point facility is expected to be operating at capacity, which will result in approximately 738 vehicles transiting through the facility in a day (184,500/year). Bus traffic is expected to remain the same as in the opening year.

It is forecasted that by 2035 the ADT along Bear Valley Road will be 37,506. Truck traffic percentage along Bear Valley Road will remain the same as the opening year. The transfer point facility will not increase the number of diesel vehicle traffic along Bear Valley Road or Fish Hatchery Road.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The traffic on Bear Valley Road averages between 50,000 to 70,000 vehicles daily and this figure is steadily increasing, making the I-15 on/off ramps at Bear Valley Road even more congested. The proposed Transfer point facility project will reduce the number of commuting vehicles traveling on Bear Valley Road and the I-15.

Comments/Explanation/Details *(attach additional sheets as necessary)*